

## Chapter 13A-04 – ZONE DISTRICTS

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## Chapter 13A-04 – ZONE DISTRICTS

### 13A-04-01 Purpose

The City designates land use zone districts to promote compatibility between land uses, buildings and structures, efficient use of land, transportation options and accessibility, and crime prevention and safety. The districts classify, regulate, and restrict uses, as well as combine uses and encourage the location of compatible land uses close to one another. The district regulations provide development standards pertaining to the intensity of land uses and development, density, height, bulk of buildings and structures, area of yards, and other open areas between buildings and structures.

### 13A-04-02 Nonresidential Districts

Abbreviated Designation	Minimum Area Required to Establish District	Zone Description
RC District	2 Acres	Shall be adjacent to a major intersection at Redwood Road, 5400 South, Interstate 215, or Bangerter Highway
CC District	5 Acres	Shall be located on an arterial street preferably at an intersection at such streets
NC District	3 acres	Shall be located on at least a major collector street and in a location that is conveniently accessible from its service area.
BC District	1 acre	Shall be limited to the Redwood Road corridor from the northern city boundary to 5000 South. When an arterial or collector street, or portion thereof, is designated for BC District zoning, all commercial zoning for parcels that front on such street shall be BC. If a parcel has additional frontage on another street, the BC regulations shall apply.
LC District	2 acres	--
PO District	1 acre	--
ID District	1 acre	--
RD District	1 acre	--
SD District	2 acres	--
MU District	2 acres	--
TC District	1 acre	--

**13A-04-03 Residential Districts****A. Single-Family Residential**

<b>Abbreviated Designation</b>	<b>Zone District Name</b>	<b>Minimum Lot Size</b>
R-1-40	Residential District R-1-40	40,000 SF
R-1-30	Residential District R-1-30	30,000 SF
R-1-20	Residential District R-1-20	20,000 SF
R-1-15	Residential District R-1-15	15,000 SF
R-1-10	Residential District R-1-10	10,000 SF
R-1-8	Residential District R-1-8	8,000 SF
R-1-7	Residential District R-1-7	7,000 SF
R-1-6	Residential District R-1-6	6,000 SF
R-1-5	Residential District R-1-5	5,000 SF
MH	Mobile Home District	

**B. Single-Family Residential in a Planned Unit Development of Special Development District**

<b>Abbreviated Designation</b>	<b>Zone District Name</b>
PUD	Planned Unit Development PUD (density per acre)
RD	Research Development District
SD	Site Specific Development District

**C. Multifamily Residential**

<b>Abbreviated Designation</b>	<b>Zone District Name</b>	<b>Minimum Lot Size</b>
R-2-8	Residential District R-2-8	8,000 SF
R-2-10	Residential District R-2-10	10,000 SF
RM	Residential Multifamily District	Varies – see Chapter 20
PUD	Planned Unit Development (density per acre)	

**13A-04-04 Commercial Districts**

<b>Abbreviated Designation</b>	<b>Zone District Name</b>
RC	Regional Commercial District
RC-PUD	Planned Unit Development – Commercial
CC	Planned Center – Community District
NC	Planned Center – Neighborhood District
LC	Commercial – Limited Commercial District
BC	Boulevard Commercial District

**13A-04-05 Mixed-Use Districts**

Abbreviated Designation	Zone District Name
MU	Mixed-Use Development

**13A-04-06 Office/Industrial Districts**

Abbreviated Designation	Zone District Name
PO	Professional Office District
ID	Industrial Development District
RD	Research Development District

**13A-04-07 Open-Space/Institutional Districts**

Abbreviated Designation	Zone District Name
IC	Institutional Care District
H	Hospital District
OS	Open-Space District

**13A-04-08 Overlay Districts**

Abbreviated Designation	Zone District Name
HIST	Historical Overlay District

**13A-04-09 Location and Boundaries of Districts**

The locations and boundaries of the zone districts are established as they are shown on the map entitled Zoning Map, City of Taylorsville, Utah. Where uncertainty exists to the boundaries of districts as shown on the Zoning Map, the following rules shall apply.

- A. **Roads, Streets, Highways, or Alleys.** Boundaries indicated as approximately following the center lines of roads or streets, highways, or alleys shall be construed to follow such center lines.
- B. **Platted Lot Lines.** Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines.
- C. **City Limits.** Boundaries indicated as approximately following City limits shall be construed as following such City limits.
- D. **Streams or Canals.** Boundaries indicated as approximately following center lines of streams or canals shall be construed to follow such center lines.
- E. **Extensions and Distances.** Boundaries indicated as parallel to or extensions of features indicated in subsections A through D above shall be so construed. Distances not specifically indicated on the Zoning Map shall be determined by the scale of the map.

**13A-04-10 Boundary Interpretation**

Where physical or cultural features existing on the ground are different than shown on the Zoning Map or in other circumstances not covered by subsections 15-04-09(A) above, the Director shall interpret the district boundaries. Any appeal of boundary interpretation shall be made to the Board of Adjustment.

### **13A-04-11      Applicability of Zoning Districts**

The standard commercial, office, and industrial districts are defined as follows:

- A. **Regional Commercial District (RC).** This district is established to stimulate economic development by allowing for a diversity of land uses in areas of the City that are accessible to regional transportation facilities and developed within planned commercial centers. This district is intended to stimulate creative development and site design for highway commercial uses.
- B. **Regional Commercial – Planned Unit-Development District (RC-PUD).** This district is established to provide for an area of diverse but integrated commercial and nonindustrial uses. Emphasis is placed on achieving an aesthetically attractive, functional area of wide ranging commercial and industrial activity.
- C. **Community Commercial District (CC).** This district is established to allow for retail businesses and related uses to be grouped together into well planned and designed planned commercial centers.
- D. **Neighborhood Commercial District (NC).** This district is established to allow for the creation of commercial centers to serve the convenience shopping and service needs of neighborhood areas of the City within planned commercial centers. The Neighborhood Commercial District designation is intended for commercial developments that will relate to residential neighborhoods and will be compatible with residential character.
- E. **Limited Commercial District (LC).** This district is established for the development of well designed planned commercial centers and professional office developments that compliment each other and act as buffers to adjacent residential districts. It is intended that businesses in this zone will both enhance and blend into surrounding residential neighborhoods through creative architectural, development, and site designs.
- F. **Professional Office District (PO).** This district is established to provide an area for professional and business offices, nonretail services, and other uses not including merchandising, warehousing, and manufacturing with business hours consistent with those of contiguous property. Developments adjacent to residential areas shall have a residential look to enhance compatibility. Developments adjacent to commercial zones shall act to buffer less dense residential developments or districts.
- G. **Industrial District (ID).** This district is established to provide for an area of diverse but integrated industrial and commercial uses. Emphasis is placed on achieving an aesthetically attractive, functional area of wide ranging industrial and commercial activity.
- H. **Mixed-Use District (MU).** This district is established to provide a zone to be used near City transportation corridors that allows a mix of specific land uses that are typically found separately in mutually exclusive zoning districts. Mixed use represents a departure from characteristic zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible.

The intent of this zone is to create self-sustaining walkable neighborhoods in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. They shall provide convenient pedestrian commercial services, employment opportunities, and shall be located in areas with existing or probable future multiple transportation choices. Design standards include requirements that help provide a true neighborhood by stipulating various mix of uses, build to lines, compact parking concealment, architectural control, and maintenance. Proposed developments with increased land intensity and housing density but without the above walkable elements are unacceptable and will not be approved.

- I. **Boulevard Commercial District (BC).** This district is established to provide guidelines for the development of properties fronting on Redwood Road between 4100 South and 5000 South. Regulations are intended to allow a selective variety of uses within planned commercial centers in a manner that will contribute to efficient traffic flow and architectural elements compatible with adjoining residential neighborhoods.
- J. **Transit Corridor District (TC).** This district is established to provide a means by which the Utah Transit Authority (or its successors) may develop and operate a public transportation system under consistent regulations. It is not the intent nor the purpose of this zone to exempt the operators of the public transportation service from Federal or State regulatory requirements governing rail service or other public transit regulations.
  1. **Location.** The Transit Corridor District shall be located along transit corridors identified in the Wasatch Front Regional Council adopted plans.
  2. **Previous Agreements, Permits, and Approvals Remain in Effect.** All previous agreements, permits, conditional use permits, and other approvals entered into between the City and the Utah Transit Authority for activities occurring within the existing Transit Corridor remain in effect and shall be enforced.
  3. **Governing Regulatory Bodies for Transit Corridor.** The Utah Transit Authority or its successors are required to comply with all applicable regulations, requirements, laws, and obligations as specified by the following Federal and State agencies:

ACRONYM	AGENCY NAME
FRA	Federal Railroad Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
WFRC	Wasatch Front Regional Council
MAG	Mountainland Association of Governments

4. **Development of Public Transit.** The Utah Transit Authority or its successors shall be permitted to develop a public transit system within the Transit Corridor District consistent with the interlocal agreement. “Development of a Public Transit System” shall include the following activities:

**Public Transit System.** “System” means a surface public transportation facility that occupies a separate railroad right-of-way exclusively for public transportation or a shared railroad right-of-way with access rights for public transportation, including by way of example, light rail, commuter rail, trolleys, guided bus ways, or similar technology for surface transportation purposes.

System includes all things necessary to construct and/or operate a public transportation facility within the Transit Corridor including all rails, fastenings, switches, switch mechanisms and frogs with associated materials, ties, ballast, signals, and communications devices (and associated equipment), passenger facilities, platforms, drainage facilities, automatic warning devices, traction power substations, overhead catenary systems, bumpers, roadbed, embankments, bridges, trestles, culverts, or any other structures or things necessary for the support thereof and, if any portion thereof is located in a thoroughfare, the term includes pavement, crossing planks, and other similar materials or facilities used in lieu of pavement or other street surfacing materials at vehicular and pedestrian crossings of tracks, and any and all structures and facilities required by lawful authority in connection with the construction, renewal, maintenance, and operation of any of the foregoing.

System does not include transportation facilities such as passenger terminals, park and ride facilities, maintenance facilities, or other auxiliary facilities, nor does System include development and use of facilities by the Utah Transit Authority within a Transit Corridor for purposes other than public transportation such as billboards, telecommunication towers, and signage provided any regulation of such facilities would not interfere with the operation of the System.

- K. **Research and Development District (RD).** This district is established to provide locations for commerce, service, research, and employment activities. Such locations and site improvements shall project a desirable appearance toward public streets and maintain compatibility with adjacent land uses.